# A MALICIOUS INVENTION.

ABSURDITY OF THE ALLEGED IRISH COL-LEGE MEMOIR.

SENERAL BELIEF THAT IT COULD NOT HAVE COME FROM ROME.

LONDON, May 22.-A telegram from Rome says "A summary on the so-called memoir on the Irish question has reached Rome, A second inquiry at the Irish College cheited another indignant denial of any knowledge of such a document, which is declared to be a malicious and stupid invention, devoid of the least probability. The glaring absurdity of the alleged memoir and the ignorance it displays are evident to every person who considers the nature and origin of the Irish College, so that the opinion is general that it could not have come from Rome, An outrage such as this can only occur in a condition of affairs when men lose their honor and journals sacrifice decency in order to gain party ends. The prospects must be hopeless indeed when recourse is had to such criminal and unworty means,"

THE LANSDOWNE DEMONSTRATION A FIZZLE. THE LANSDOWNE DEMONSTRATION A FIZZLE.
OTTAWA, May 22 (Special).—The Lansdowne demonstration and reception next Thursday promises to be a fizzle.
Friends come in slowly and the enthusiasm is dying out.
Twenty-seven only of the 200 horsemen required for the
escort have so far been registered. People resent the escort have so far been registered. Feeple resent the civity of the Orange body in connection with this mater and hold aloof accordingly. O'Brien's speeches have assened the estimation in which Lord Lansdowne is held. I monster excursion at such low rates as must take undreds of people has been arranged from here to fontreal so as to lessen the Lansdowne crowd.

MONTREAL TO REBUKE KINGSTON AND TORONTO. MONTREAL, May 22 (Special). - A largely attended meeting of representatives of various Irish societies was held nere this afternoon to complete arrangements for the reception of William O'Brien as a protest against the attacks upon him in Toronto and Kingston. The demonstration will take the form of a toronlight procession and a monster mass-meeting and open-air addresses in Chaboillez square.

HONORS TO A PERSECUTED PRIEST. Youghal, May 22.-Father Kellar, who was released from prison at Dublin yesterday, has returned here. strations in his honor were made all along the

LITTLE REST FOR WILLIAM O'BRIEN. HE WILL GO TO HAMILTON TO-DAY - TALK OF

SENDING A BODY GUARD WITH HIM.

NIAGARA FALLS, May 22. - To think that
William O'Brien could find rest and quiet in any place would be to think something next to the impossible. He came to Niagara Falls hoping to be out of the way; yet, although his train did not arrive here until 2 o'clock this morning, a crowd had collected to greet him, and Mr. O'Brien with sleep in his eyes and staggerng from weakness arose from his birth and was taken possession of by severa dred persons, some of whom carried him to his He was driven to the Internatonal Hotel.

Mr. O'Brien said to night that although he was atly exhausted and scarcely able to speak above his breath he was determined upon going to Hamalthough such an attack is considered exreedingly probable, but because the mere journey itself and the effort of making another speech likely to overpower him and imperil his life

As the policemen in the different towns where ne editor of "United Ireland" has been stoned have so far failed to protect him, and as it is bed that a similar condition of things will prevail in Hamilton, it is said by some of his enthusiastic friends here that a strong bodyguard of stalwart men will be organized in Buffalo and will accompany him. Mr. O'Brien, however, does not appro does not think there will be any need for any such a step. His friends have a positive opinion to the contrary, but they will do nothing without

where an open air meeting will be held and a torchlight procession organized to escort him through the light procession organized to escore him through the principal streets of the city. Although Montreal was the first place he spoke, this second demonstration is in response to the clamors of the French Canadians and other citizens who have no affiliation with the Irish, and who took no part in the first meeting, but who are anxious to do so now as their answer to the attacks at Toronto and Kingston.

Berlin, May 22.—The Grand Duke of Baden yesterday opened the new railway between Freiburg and Neustadt-This road will prove a great boon to Black Forest tour-

SIGNING THE EGYPTIAN CONVENTION. ONDON, May 22.-The Egyptian Convention between England and Turkey has been signed at Constantinople.

INTERNATIONAL BICYCLE RACE. LONDON, May 22. - An international blovele race took place at Alexandra Park yesterday. The race was a handicap at one mile. Owing to rain the time made was slow. Woodside,

TURKEY UNABLE TO QUIET BULGARIA. CONSTANTINOPLE, May 22 .- The Turkish Government, in a note to the Powers, says it is unable to reconcile the opposing parties in Bulgaria, and asks the Powers to name a candi late for the Bulgarian throne who would be likely to suit the Sobrange.

# THURMAN FOR GOVERNOR.

CALK OF FORCING A NOMINATION ON HIM-CLEVE LAND'S FRIENDS ALARMED.

Columnus, Ohio, May 22 (Special). Several Democratic county conventions which have been held in Ohio have instructed delegates to the State convention to nominate Thurman for Governor. A week ago the nomination of T. E. Powell was conceded. Now at least twenty-five Democratic weekly papers have come out in double-leaded editorials insisting upon Thurman's nomination whether he wants it or not, the belief being that he will not refuse if it is forced upon him unanimously. evasive about it while declaring that he does not want to evasive about it while declaring that he does not want to be bothered. Two years ago he was begged by John McLean and others to be a candidate, that Hoadly might be forced out of Ohio politics. Thurman refused to be a tool in such spite work. As the conditions are different this year he may accept. The Democrats hope that nominating Thurman, the Republicans in their convention a week later will make John Sherman the nomines and thus give the Ohio campaign national significance. Friengs of the Cleveland administration are much opposed to Thurman and are now asking for his appointment on the Supreme Bench that he may be shelved. A definite answer is expected from the old man this week.

WHY MISS BARBOUR TRIED TO KILL HERSELF. NEW-ORLEANS, May 22 (Special).-Dollie Barbour, the young woman who attempted to commit suicide on Mon-day night by taking a dose of landanum at the Hotel Madison, New-York, on account of disappointment in love, returned to this city to-day. She said tout last wintershe often attended the St. Charles Theatre and finally became enamored of William A. Whitecar, of the stock company, and finally formed his acquaintance. Before the close of the season Whiteear went to New-York and Miss Barbour followed on April 13 on the steamship Louisiana. On Monday night at 11 o'clock she discovered Whitecar going, as she suspected, to the house of Miss Baggar, of the "Sol" Smith Russell Company. She because of providing and he started to run away, when she began cryping aloud, "Stop!" This soon assembled a crowd of people and Whitecar escaped. On recovering from the poison she thought it best not to repeat the dose and returned to the Crescent City.

BEAVER, LIQUOR AND THE NATIONAL GUARD. Philadelphia, May 22 (Special).—The Pennsyslvania State Liquor League has issued a call for a convention at Alientown on July 12. The call declares the high-license bill unconstitutional and unjust, and urges the liquor men everywhere to eurol and defeat their enemies.

Beaver, who is a strict tectotaler, will positively prohibit the saie of liquor of any sort during the summer encamp-ment of the division of the State National Guard at Mount

CHICAGO, May 22.—While standing on the platform of acrowded street car Daniel Mackey, a teamster, was farally shot this afternoon. His slayer was the con tor of the car, James English, a cripple. Mackey's brother was recently discharged by the street car com Pany for calling English a scab. This afternoon English has ass, afted by Mackey and knocked off the car. Engwas as, after by Mackey and Rhocked on the car. Fallshidness a revolver and fired at Mackey, who was in the nitst of a group of passengers on the moving car. A s ha scamper of people from the car ensued, in which haskey joined, though he had received a bullet in the ascener. As he ran English again fired and Mackey dropped dead, shot through the back. English surbulared to the police.

: CREATOR OF THE THISTLE.

WILLIAM CLARK AND THE SCOTCH RACER.

A QUIET RESIDENT OF NEWARK FIRST SUGGESTED THE BUILDING OF THE YACHT-HIS PRIENDS IN SCOTLAND WHO JOINED HIM IN THE ENTER-The mystery surrounding the Scotch yacht Thistie

with which Great Britain hopes to regain the America's Cup, is partially dispelled by the announcement that the principal owner is William Clark, of Newark, who has associated several Scotch friends and relatives with him in the endeavor to build a yacht that can outsail anything of her size that America can produce. In the recent races for the cup, Mr. Clark, who is the millionaire man-ufacturer of thread in Nowark and in Scotland, became deeply interested, and when he visited Scotland soon after the race last fall he consulted with a dozen prominent yachtsmen, and the result was an order to a Clyde shipbuilder which has produced the Thistle. In the syndicate were the builder, G. L. Watsen; John Clark, of Paisley: W. Campbell Clark, of Newark, N. J. America soon after, but has been kept informed as to the progress of the work. A few weeks ago W. Campbell Clark went to Scotland to witness the launching of the Thistle, and William Clark will follow him in July. They will probably return in Mr. Clark's steam yacht Mohe-gan, a vessel which rivals in luxury the Gould and Bennett yachts. The Mohegan will be used in the interna-tional race for Mr. Clark's friends. Mr. Clark declined to give particulars which had been denied to inquirers in Scotland. "I can't give the names of my associates," h we had agreed to build the yacht, Mr. Watson came over a good many valuable hints. The Thistle cost about ably. We will sell her when the race is over, in all probability. I think the best test of

in all probability. I think the best test of her speed will be made on May 30 and 31, when she will race with the Thames Yacht Club from Southend to Harwich."

Mr. Clark has apparently gone into this matter with his whole heart, and while he did not appear to relish the prospective notoriety, he spoke as frankly of the Thistle as he could with deference to the desire for secrecy of his Scotch associates.

The announcement that the Thistle owes its existence to William Clark astonished noboly more than residents of New-Jersey. It has been a singularly well-kept secret in view of the fact that it was confided to at least a score of personal friends. Whatever effect Mr. Clark's course may have on yachting, he will undoubtedly remain precisely the same quiet citizen of Newark ne has been for many years. His factory employs 3,000 persons and was established in America because there was a protective tariff. Newark owes to the factory at least \$5,000.000 of its taxable valuation, and indirectly, probably far more. A great section of the city dates a period of wonderful prosperity to the building of the thread works there, and the selection of Newark by the Clarks led to the establishment of several similar factories in or near the city. Mr. Clark is a Republican in politics and an efficient helper in campaigns and has been several times urged to accept office, but has declined.

# THE YACHT DAMAGED.

LOSING HER BOWSPRIT IN A GALE-RESCUING TRREE

LONDON, May 22.—The new racing yacht Thistle lost her bowsprit and was otherwise damaged in a run from the Clyde to Cowes in the gale on Friday. While on the trip the Thistle rescued three men in a lifeboat belonging to the steamer Harkaway, which had foun-dered. Sixteen lives were lost when the steamer went down. The lifeboat originally earried six persons, three of whom succumbed to privation.

## THE FIRE RECORD.

AN EXPRESS COMPANY'S STABLES BURNED. MUNDREDS OF FRANTIC HORSES GALLOP THROUGH

The United States Express Company's stable at Eighth and Henderson sts., Jersey City, was destroyed by fire at an early hour yesterday morning. John Koehler, the watchman, while making his rounds about 3:15 a. m., the alarm. Several men who were standing outside rushed into the building and up to the second floor, where the horses are kept. They ran from one stall to another cutting the horses loose, and in a few minutes there was a succeeded in driving the frantic animals to the two broad horse walks leading to the floor below. The horsest tumbled over each other down the inclined gangways and ran out into the street, scattering the assembled crowds right and left and doing more effective work than the police in clearing the streets. There were 250 horses in the stable, and all of them except thirty or thirty-five escaped. They ran loose all over the city, and up to last night many of them had not been recovered. In the meantime the flames had spread and the whole interior of the building was on fire. The firemen were late in arriving and were somewhat obstructed in their work by the large number of express wagons which had been run out of the lower floor of the building into the street, but in an hour and a half had the fire under control. The fire spread to a large flat adjoining the stable on the west. John W. Stewart, who occupied the top floor of the flat, had his furniture destroyed by fire and water, and the other tenants were flooded out.

The stable was a substantial brick building 100 feet wide and 250 feet long. The main building was three stories high and the wings two stories. It was erected in 1885 at a cost of \$50,000, and the company took possession of it in December of that year. The wagons were kept on the first floor and the offices and blacksmith shop were also located there. The entire second floor was devoted to the use of the horses, while on the third floor were the paint shop, storeroom, wheelwright shop and harness-room. The building was completely gutted, nothing being left but the bure walls. The loss on building is estimated at \$30,000, horses \$10,000, stock and harness \$20,000, making a total of \$60,000. This is fully covered by insurance in New-York companies. The company will begin to rebuild at once.

The wagon equipment remains practically intect. The service will not be interrupted, as all the harness that was burned was replaced yesterday and the business will be conducted to day as usual.

FOUR FIREMEN BADLY HURT. SAVANNAH, Ga., May 22.-Fire broke out in an uncom pleted row of tenements in the southern part of this city at 4 o'clock this morning, and before it was got under control destroyed thirteen dwellings. Four firemen were injured, though not fatally, by being caught between the walls of burning buildings. The fire is supposed to have been the work of incendiaries, who have made several attempts to fire buildings in that part of the city. The loss is estimated at \$30,000.

FLAMES IN THE ALLEGHANY MOUNTAINS. ALTOONA, Penn., May 22 .- A telegram was received in this city this evening from Houtzdale, Clearfield County, stating that forest fires were raging all around them and that the town was in imminent danger of destruc-

CLARION, Penn., May 22.-Forest fires are raging in several spots within a few miles of this town and considerable damage is done to valuable timber, especially pine. On the Rulofson tract at Mill Creek, eight miles from here, it is stated that several thousand dollars' worth of lumber has already been burned. Near the railroad trestle, only a mile and a half from Clarion, a tract of woodland is in flames caused by sparks from a ocomotive.

THE VETO OF THE BEVERLY BILL,

UPHOLDING GOVERNOR AMES FOR DOING AN UN-PLEASANT DUTY.

Boston, May 22 (Special).—Speaking of the veto of the Beverly bill, the measure which has caused so much talk for some weeks and which has brought to light

Beverly bill, the measure which has caused so much talk for some weeks and which has brought to light questionable transactions at the State House, The Journal will say to-morrow morning:

There is no coubt that when the House meets to day it will receive a communication from Governor Ames, in which he will assign his reasons for retuning to give the ball creating the town of Beverly Farms the force of law by health creating the town of Beverly Farms the force of law by health creating the town of Beverly Farms the tore of law by health creating the town of Beverly Farms the tore of law by health creating the town of Beverly Farms the tore of law by health creating the town of Beverly Farms the tore of law by health creating the town of Beverly Farms the town of Saturday in order that any questions which might arise by reason of the limit of the time within which a bill must be vetoed or allowed to become a law without the signature of the Executive might be avoided. The Governor has no official knowledge that the Legislature is not in session on Saturday, and if any comunication intended for it is prepared and placed in the hands of the official messenger the Court has decided that the Executive has performed his duly in the matter as required by law. His Excellencey has intimated to members of the press that his communication is a veto. The grounds upon which Governor Ames hases his action will not be made known to the public until the message is read in the House to-morrow. There is, however, no lack of valid reasons which may be given for preventing the bill from becoming a law. The reports of the investigating committees of both tranches furnish arguments which must be conclusive and which cannot be answered. There can be no doubt that the public sentiment of Massachusetts will abundantly indorse the action of Governor Ames in the performance of what cannot be otherwise than anot unpleasant duty.

FIVE MEN DROWNED IN TRAVERSE BAY, we CHICAGO, May 22 (Special) .- A dispatch to The Times from Harbor Springs, Mich., says: "Captain L. W. Cole took a party of friends, D. G. Cole took a party of Honds, D. G. Stark,
George Wise, Marion Trip, Clarence Blood and
Frederick Cole, of Petoskey; George M. Freeman,
of Milwaukee, and Henry Blout, of Chicago, for a sail on
Traverse Bay this morning. The yacht was struck by a
squall and capsized, throwing the party into the bay.
D. G. Stark, George Wise, Captain Cole, Frederick Cole
and Marion Trip were drowned. Captain Cole's body
was recovered.

LITTLE ROCK, May 22 (Special). —For some days it has been whispered that Garland would not be a candidate tered the lists and is being pushed vigorously for the place. Williams is nearly sixty years old, and is an able attorney. The legal fraterity generally approve him, and he has influential backing at Washington. NEW-YORK, MONDAY, MAY 23, 1887, 1

DR. MGLYNN SEEMS UNDISMAYED. HE HAS HEARD NOTHING FROM THE POPE. EDITOR GAHAN GIVES HIS VIEWS ON THE LETTER TO

Pope Leo's letter to Archbishop Corrigan has caused a revival of public interest in the case of Dr. McGlynn. Some of Dr. McGlynn's friends talked freely on the matter, but the Doctor himself declined to say anything for publication. He was seen in Jersey City after his return ere, and it seems has not yet received the Pope's letter or the threat of excommunication. "All that I know about this note to me from the Pope," he said, " is what has been said about it in the papers."

His lecture in Jersey City was well attended. It was striking coal-handlers. The Doctor spoke for nearly two hours on "The Sanctity of Labor," in the course of which he reiterated his views on the land question, and doclared that, " please goodness, he would continue to teach these

declined to express any opinion on the Papal letter, but his lay admirers were less reserved. The following inter view with Editor Gahan, of The Catholic Herald, is a fair

sample of how many of them feel on the subject. Said Mr. Gahan:

"The letter, merely considered by itself, has no special significance, nor does it settle anything. It is simply a reply to one sent to Rome by Archbishop Corrigan, who has given the Pope his side of the matter. As to the threat of excommunication, if it be true, as This Tribians of excommunication, if it be true, as This Tribians and the case as sumes a more serious aspect. Excommunication is so serious that, rather than incur it, perhaps the Doctor would consent to go to Rome. I do not mean by this that he onghit to go or that it is his duty to obey the summons; but simply that by going there he might be able to give his side of the case.

"If it is true that Dr. McGiynn must go to Rome and there explain his political conduct, and if, in case he refuses to go, he is to be cut off, then I say the Know-Nothings were right, and it would be in order for the majority of the citizens of the United States—not being Catholio—to call in question the citizenship of every Catholic. Dr McGiynn has expressed views on what is merely an open political question. For doing this he has been called to Rome. Now, this means that a Catholic cannot be as good a citizen of any country as a Protestant. Why I Because Rome, as the Know-Nothings maintained, has first chaim upon him. This we, as Catholics, have strenuously denied, but the case of Dr. McGiynn would seem to teach that the Know-Nothing view was correct.

"Another thing, these views about law that the Doctor is advocating, were substantially or at least partially taught by John Keily a few years ago, when he controlled

"Another thing, these views about law that is advocating, were substantially or at least partially taught by John Kelly a few years ago, when he controlled The Slar. Is it at all improbable that they will be taken up yet by one of the old parties I When this is done, what position will the Church be in ? Rather unenviable, I should say."

# ENTHUSIASM FOR THE NEW CRUSADE.

THE REV. HUGH O, PENTECOST SPEAKS BEFORE THE ANTI-POVERTY SOCIETY.

The Academy of Music was crowded last evening on the occasion of the fourth meeting of the Anti-Poverty Society. Henry George, who presided, was received with great appliance when he called the meeting to order, and stepping forward plunged at once into the subject which was uppermost in the minds of those present—the Robinson, George Arthur—From Lyun, Mass. Pope's letter in regard to Dr. McGlynn. He said :

Pope's letter in regard to Dr. McGlynn. He said:

You have all probably read in the morning papers the letter of consolation which the Pope has written to the persecuted. Archbishop of New-York [laughter and hisses], and you have also seen in that letter the significant expressions showing that the hardest penalty possible in the Reman Catholic church is to be visited on that priest of New-York who has stood up for the right, Great applanes and "Three cheers for the priest." Heavy as the penalty is, I believe that the Priest McGlynn will do his duty. He is made of the stuff of which the martyrs were made. He has taken the cross of the New Crusade and neither Prelate nor Pope can turn him back from what he believes to be right. [Applause.] Tonight he isn Jersey Gly preaching this geospic of land for the people. Next Sunday night he will be here.

Mr. George read a letter from Charles Mackay, and then

introduced Michael Clark, secretary of the society, as "a Catholic and an Irishman." Mr. Clark said that at the Cathole and an Irishman." Mr. Clark said that at the time of the brutal eviction of Dr. McGlynn he had signed a letter repudiating the idea that Propaganda or Pope could dictate how a man should vote on the land question. The Pope talked about "false doctrines" and a "contunacious priest." The speaker, for himself and hundreds of Catholics present would say that the doctrines were not false, and that they approved the conduct of the priest. [Applause.] Whether the Pope would pronounce for the doctrine that the land in America belonged to the corporations and the politicians of Tammany Hall, he could not tell; but neither Archibishop Corrigan nor the Pope could put this

should not sweep through the land. The people must work until in a constitutional, regular way the occupation of picking the public purses should ease to be respeciable. [Applause.] He proposed to turn the stream of rent from the pockets of those who own land into the public purse. The men who were buying land for speculative purposes would continue to do so as long as this country was occupied by 50,000,000 of people, mostly fools. A detective had been raised up who had obtained evidence enough to convict all the thieves, and that detective was Henry George. The speaker said he had not told a poor man to trust in God for a long time. There was not much use in trusting in God when a few men owned the earth.

"Men," he said, "are asking all over the town whether Dr. MeGlynn will yet be silenced. Great Scott! you can't silence him. [Applause.] If Jesus were to visit the earth to-day he would not be able to obtain wealth and would be compelled to remain a poor carpenter."

IT WAS A COUNTERFEIT THERESA STURLA.

BALTIMORE, May 22 (Special).—Theresa Sturla, who was reported to have attempted suicide in Chicago, is in Baltimore living with her tamily. She complains bitterly of the stories published about her since her imprisonment at Joliet for the killing of Charles Stiles. She said: "I left Chicago the killing of Charles Stiles. She said: "I left Chicago the said to the stories to Religious Language t

ago and came to Baltimore. I have turned my back on the past and have tried to forget it. I have led an honest, honorable life, and have been working and studying very hard all the time. I hope to make

and studying very hard all the time. I nope to make my debut in Baltimore, but before I do I want to become as efficient in my music as I can.

"The great objection I have to these stories," continued Miss Sturla, "is on account of my mother. She is old now, and should I happen to be absent from home a report like this would almost kill her them to be absent to be matter. Then, again, from home a report like this would almost kill her unless she should know it to be untrue. Then, again, bad women in other cities of the country bave been taking my name. Only last week we received a letter from San Francisco telling of the goings on of Theresa Sturla in that place. I was never in San Francisco. This is only one instance of many.

The funeral of William H. Macy, the well-known president of the Seamen's Bank for Savings, took

THE FUNERAL OF WILLIAM H. MACY.

The funeral of William H. Macy, the well-known president of the Seamen's Bank for Savings, took place yesterday afternoon in the Friends' Meeting House in Rutherford-place. There was a large attendance, and the seating capacity of the house was taxed to its utmost. There was a notable gathering of Quakers, some of whom came from out of the State, and there was also present a large number of relatives, friends and business associates of Mr. Macy. His family occupied front seats in the right centre division of pews, and delegations from the Seamen's Bank, the Loather Manufacturers' Bank, the United States Trust Company and several fire insurance companies with which Mr. Macy was once connected had seats in the left centre division of pows. The coffin was placed in front of the platform, which was occupied by ministers, both men and women, and elders. The services were conducted according to the Quaker ceremony. The ministers who spoke were Daniel H. Griffen, of Amawalk, Westchester County; David Newport, of Pennsylvania; Thomas Foulke, and Samuel B. Haines, of this city, and Lydia M. Price. At the close of the services the body was taken to Woodlawn for burial.

Among these present were Joseph H. Choare, Benjamin H. Field, Algernon S. Sullivan, Elbridge T. Gerry, John D. Reckefeller, William A. Rockefeller, Merritt Trimble, F. F. Marbury, sheppard Gand, John T. Agnew, Thomas Hicks, W. B. Isham, Charles F. Swain, Wilson M. Powell, John L. Griffin, John W. C. Leveridge, Dr. Charics A. Nichols, Chauncey Shaffer, Francis T. Walker, James M. Halsted, Daniel Barnes, Henry P. Marshall, George Bell, James Fraser, M. P. Palmer.

Almong the relatives of Mr. Macy present besides the members of the family here, were bits brothers to the property of the family here, were bits brothers.

Palmer.

Among the relatives of Mr. Macy present besides
the members of his family here were his brothers,
F. H. and J. H. Macy. Other relative were Isaac
H. Walker, Syivanus F. Jenkins and William L.

DROWNED BY HIS BROTHERS. CAMDEN, May 22.-George Bempfer, age four, was pushed into the water of an old sluice above

Camden on Friday afternoon, by his brother, and was the eldest eight years old, and the little son of Joseph Horner, a peighbor, started early in the afternoon t go down to the river and see the shad fishing. George was not wanted, and was constantly abused by his brothers. When they reached an old sluiceway near the river John Bempfer deliberately pushed his little brother fi, and the three boys ran away, leaving bin brother (\*, and the three boys ran away, leaving him to his 14 to. The drowning occurred at 3 o'clock it the after oon, Late in the evening the father of the nemptes boys returned from his work in Canden, lie lived in a miserable hovel with his sons, his wife having eloped and abandoned her children several months ago. The father asked where George was, and wf. told by his brothers that they det not know. The if her refused to believe this story and flokes the effect on the noder to compet him to tell the truth, when he confessed that the child was drowned.

FATAL COLLISION AT SEA. WHITE STAR STEAMERS CRASH TO-GETHER.

THE BRITANNIC RUN DOWN BY THE CELTIC. SEVERAL PEOPLE KILLLED ON THE FORMER

HOLE KNOCKED IN HER PORT SIDE-IMMIGRANTS KILLED BY FLYING DEBRIS-SOME THOUGHT TO BE DROWNED-THE CELTIC'S BOWS STOVE IN-COOLNESS OF THE OF-FICERS ON BOTH STEAMSHIPS. The White Star steamer Celtic with her bows

badly stove in; ber sister ship the Britannic, with a gaping hole in her port side and with her iron plating for seventy-five feet torn off and her rigging damaged, escorted by the steamers British Queen of the Inman Line, and the Marengo of the Wilson Line, cast anchor off the bar at 1 o'clock yesterday morning. The strange spectacle of three steamers keeping close company about the damaged Celtic and heading for this port which so mystified the officers of the Etruria, as related in yesterday's TRIBUNE, was all explained. The two White Star steamers had been in collector on Thursday about 350 miles east of Sandy Hook, resulting, besides the damage to the steamers, in a loss of certainly four lives, probably more, serious injury to many others, and a narrow escape from a calamity of appalling proportions. The heavy fog in the lower bay detained the vessels off the bar all day and the full extent of the loss of life and the causes which led to the collision it is feared have not been ascert ained, but the main facts are given

As nearly as could be verified last night the names of those known to be lost are as follows:

ROBINSON, KATHERINE, -A girl age thirteen, from Lynn, TREMBERTH, WILLIAM-From Morris County, N. J., on his way to Durham, England.

, unknown man, going to Bristol from Virginia; slight build, with full gray whiskers.

, unknown boy.

Many of those injured did not need to be sent to the hospital. Those sent to St. Vincent's Hospital

Among those who did not go to a hospital were the following:

ALLEN, Mantin-Had two fingers cut off; his wounds were dressed by the physician of the Celtic, Dr. Fen MOONET, Rose-Injured in the face, back and right leg by falling rigging. Taken by friends to the Miner's

WILLIAMS, JAMES, arm broken; cared for at the Miner VAUGHN, Mrs. - Arm sprained and thumb mashed; suf-fering also from shock and exposure.

The Celtie left Queenstown on May 13 with about 1,000 passengers on board and the Brittansengers, mostly pleasure seckers and tourists, about 300 people in the steerage and a wore on. The vessel was making about sixteen knots an hour and from all accounts was blowing her whistle at regular intervals. Toward evening the fog broke up into rifts, but still hung at times thick and heavy on the water. The sea was smooth as a floor and the pasengers both saloon and cabin had no thought of danger.

THE CELTIC SUDDENLY LOOMS UP IN THE FOG The decks were crowded when all at once the hoarse fog whistle of a steamer not their own sounded close to the Britannic, and almost simultaucous with the whistle the high, sharp bow of a steamer, looking gigantie in the mist, cared on the port side making almost at right angles straight for the Britannic. The steamer was the Celtic and the look-out and officers on board of her discovered the Britannic at the same instant when those on the latter became aware of the presence of the Celtic. When the sharp prow of the Celtic was first noticed looming through the fog by the people on the Britannic, she was not more than four boat-lengths from the latter. peril of the situation was comprehended immediately and there were warning shouts and rushing about of terrified passengers and dire contusion on both vessels. Once the danger was seen the officers of both ships acted with commendable courage, and to their coolness probably is due the fact that the loss of life was not greater than it

The beils on the Celtic 'were promptly rung, the engines reversed and her helm put hard-a-port, while the signal to go ahead at full speed rang out from the Britannic. But it was all too late. Celtic's motion could not be checked in so short a space and she crashed into the Britannic, striking the latter a glancing blow on the port side about six feet abaft of the engine-room, cutting a great yawning hole in the vessel, then sliding along toward the stern, ripping off about seventyfive feet of her iron plating, smashing her rat is and shaking down part of the rigging of the Britannic. Three of the lifeboats of the latter were smashed by the impact. The bows of the Celtic were stove in and otherwise she was much damaged.

PANIC ON THE BRITANNIC. After the shock of the collision the Britannie was the scene of the utmost consternation and confusion. Panic reigned all over the ship for a few minutes. Fortunately the officers kept their heads and the sailors obeyed their orders with alacrity. A large number steerage passengers had collected on the deck just where the vessels came together. They waved hats and handkerchiefs at first at those on board the Celtic, but when they realized that a collision was imminent and that it was death to stay where they were, the entire crowd, like a drove of frightened sheep, surged over to the opposite or starboard side of the vessel. As always in a crush, some weaker than the rest were unable to get through the crowd to places of safety and they fell, were caught by the falling rigging, struck by the flying debris or jammed and crushed by broken timbers. The number or names of thos killed could not be ascertained. Those who were killed were mangled frightfully. One report from the company is that four lives were lost-a man and three women—all steerage passengers.

Many of the steerage passengers protest that more were lost. The bow of the Celtie crushed in the plating over compartment No. 4 of the Bri-(annic, and immediately after the blow water rushed in and filled the compartment. This part of the vessel was occupied by male steerage passengers, and the steerage passengers from other parts of the steamer assert that when the water is pumped out vodies will be found there. Captain Perry, of the Britannie, is the commo

dore of the White Star fleet. He is a good discipinarian and all his men, except some firemen, were promptly at their posts after the shock. Believing that the vessel was in a sinking condiiton, Captain Perry gave orders to have the lifeloads launched, intending to transfer the passengers to the Celtic. The first one that was lowered rovoked a critical situation. The eaptain shouted out from the bridge that none but the women hould get into the boats first. His orders fell inheeded on the throng of panic-stricken men who crowded forward in a mass pelimett, deterained to get into the boat at all hazards. Had one-twentieth part of those who

tried to get in the boat succeeded, they would have swamped it. The cowardly creatures shoved back the terrified women and proceeded to take possession of the boat, when one of the mates drew a big, ugly navy six-chambered revolver and flourishing it in the faces of the mob, swore that he would shoot the first man who tried to get into the boat. The crowd fell back from the frowning mate and his big revolver and the women were hustled into the boat as rapidly as possible.

WOMEN NOT TREATED WITH CONSIDERATION. At the other side of the steamship, however, the women were not so well championed and many men crawled over the side and jumped into the lifeboats as they were being rowed away. One boat entirely appropriated by the firemen-steerage passeuger, sliding down a boat already too full, bad by a sailor and the luckless man fell into the sea. He could swim, however, and after bobbing around for a quarter of an hour, Richard Little, a steward. threw him a life-line and he was hauled in none the

worse for his ducking.
Five boats loaded down with passengers were landed in all, when by the aid of a heavy mattress the hole in the side of the vessel was stopped. The sliding doors to the flooded compartment had been promptly shut. The fact then gradually became apparent that there was no immediate danger of the Britannic foundering, and Captain Perry gave orders that no more boats should be sent away. The panie gradually subsided and order was restored. Aid was received from the Celtic and preparations made to bring the disabled steamers back to this city. The Britannic's head was turned around and she began her return voyage. The spot where the accident occurred was marked by a large number of floating trunks, mattresses, etc., washed out of the shattered compartments.

Early the next morning the British Queen and later the Marengo hove in sight and proffered assistance. It was deemed safest in the damaged condition of both boats to have all the help that could be obtained and the four steamers kept together to the end of the voyage. The voyage back was made safely, but the dauger of sinking, should the weather be stormy, romained. As it was, every time the Britannic listed over to the port side the water rushed into the vessel.

BRINGING PASSENGERS TO THE CITY.

The mail-boat William Fletcher went down early vesterday morning and took with her J. Bruce Ismay, the agent of the White Star Line, who re mained on board the Celtic. The passengers of the Britannic, all except about sixty who were left on the Celtic, were transferred to the Fletcher and brought to this city. Purser Musgrave and the second officer of the Britannic also came up on the Fletcher. The passengers were landed at the company's pier, the cabin passengers returning to their nomes or to various hotels.

S. S. Cortis, the immigrant agent of the White Star Line, took charge of the immigrants and steerage passengers of the two steamers and distributed them around among several immigrant boarding-houses in the lower part of the city. About 100 were quartered at the Miners' Arms, at No. 2 Front-st. Among those at the Miners' Arms were Rose Mooney, who was severely injured on the face, back and right leg by falling rigging; Mrs. Vaughn, arm sprained and thumb smashed, besides suffering from shock and exposure, she having got wet in getting into a boat, and James Williams, who had his arm badly in-

Purser Musgrave on landing went to the ship newsoffice of the Associated Press and wrote out

On Thursday, 19th May, 1887, at 5:25 p. m., weather calm, sea smooth, fog at intervals, the steamship Celtic collided with the steamship Britannie, striking her on the port side aft and doing considerable damage. The boats were lowered and filled with women and children from cabin and steerage in a very orderly and expeditious

Celle to keep her company.

The sadiest and most deplorable phase is that several steerage passengers, who were lying about aft, were killed, and several others injured.

Both vessels, accompanied by the steamships Marengo and British Queen, arrived at the bar at 1 a. in. 22d inst. Sunday.

inst, Sunday.

The captain, officers and passengers of steamship Britannic desire very cordially to thank the captains and officers of the steamships Marcango and British Queen for having promptly and kindly consented to stay by the

ship. New-York, May 22, 1887.

THE FLETCHER STOPPED BY THE FOG At 2:30 p. m. the Fletcher again started from Quarantine to go down the Bay and bring up the remaining sixty passengers from the Celtic. On getting down as far as the West Bank, however, the fog was so thick and the sea running so high it was deemed imprudent to attempt to transfer the passengers, and the Fletcher returned to wait till the fog lifted. Just before dusk the Fletcher made another effort to reach the fogbound steamer, and was successful. She got the

Britannic's passengers who were on board the Celtic and brought them back to the city, landing them at the company's plor.

During the day the wrecking steamer L J. Merritt, of the Coast Wrecking Company, was sent down to the assistance of the Britannic. It was found that the disabled vessel was drawing thirty-three feet of water, and even at high tide it would have been impossible for her to cross the thirty-three feet of water, and even at high tide it would have been impossible for her to cross the bar, even if the for had permitted. The Merritt set to work pumping out the water from the hold. All the baggage of the steerage passengers was thoroughly soaked.

The bodies of the dead were sewed up in canvas, weights attached to them and were buried at sea. It was all done quietly and few knew the hour when the burial took place. They were all mangled almost beyond the semblance of human beings.

The steamers both made their way to the outer bar with their own steam, making about eight

bar with their own steam, making about eight knots an hour, which the officers considered pretty good time considering the damaged condition of the Britannic.

WHERE SHOULD THE BLAME REST? The question of where the blame for the collision should rest is not easily determined. Statements coming from those favorable to the company say that the fog was the cause; that all precautions were used and that the disaster could not be avoided. On the other hand the statements of many of

ed. On the other hand the statements of many of the passengers were that the two steamers were going at a swift and dangerous rate of speed. The statements regarding the fog signals are conflicting. Some of the passengers say that the Celtic's whistle was not sounding and others state the contrary.

When the William Fletcher landed the Britannic's passengers at the pier at noon and definite word was brought about the state of matters, the few persons who were waiting about were quickly joined by others, as the news spread, and soon a good-sized crowd had gathered. The passengers busied themselves in looking after their baggage and making arrangements for having it conveyed to the various hotels where they intended to put up, but they were constantly interrupted by people who plied them with anxious questions, and any who were willing to tell what they knew of the disaster became the centres of eager groups of listeners.

Some of the ladies had hardly recovered frem the shock, not so much of the accident, but of the attendant least of the contraction.

Some of the ladies had hardly recovered frem the shock, not so much of the accident, but of the attendant loss of life. One, with tears in her eyes told how she had seen the poor girl Robins killed and mangled while her mother looked on helpless. A gentleman had seen a man crushed under one of the pumps which was tumbled over after the crash. Another commented severely on the conduct of the engine-room men. "But," said a third, "you must remember that those men, away down in the ship's hold, felt the jar, didn't know what had happened, and rushed upon deck scared, while the passengers, who knew ail about it, had time to repassengers, who knew all about it, had time to regain their composure."

ANXIOUS INQUIRIES FOR FRIENDS.

Late in the day, when most of the passengers had gone to their quarters in the city, the big iron gates were closed, and none but a favored few admitted on the pier. There was an excited crowd outside, most of whom had friends in the steerage of one or other of the vessels. They didn't know exactly what had bappened, and many were in a state of creat anxiety. "Are the Centic's passengers all safe ?" was the question constantly asked. Even within the gates no one know exectly how matters stood with the vessels, or what chance there was that the Celtic's augmented load of passengers

A LITTLE LESS THIRSTY.

THE EXCISE LAW LESS RIGOROUSLY KEPT. "CLUBS" ORGANIZING-CHARLES EISEMAN'S BAR-TENDER ARRESTED.

Never was an armor made which guns could not

pierce; never was a safe made which burglars

ould not open, and never was an excise law made

which rumsellers could not evade. The enforcement of the law prohibiting the sale of liquor on Sunday was easy enough as long as it was intimated to the liquor dealers that the effect of shiding strictly by the law for one or two weeks would be to make it so odious that the law-makers at Albany would be forced to repeal or amend it. But when, after this short trial, there appeared no prospect of a change, they began to devise means to serve their patrons in the usual way without the knowledge of the police. As far as outward appearances were concerned, grogshops, hotel barrooms and restaurants sold as little liquor yesterday as they did a week ago; but it is nevertheless a fact that no one who did not wear brass buttons or looked suspiciously like a detective needed to go thirsty yesterday. Because the curtains of a bar-room were raised, so that a full view of the interior could be had, it did not necessarily follow that the owner of the place was losing a day's profits. The chances were that he

full view of the interior could be had, it did not necessarily follow that the owner of the place was losing a day's profits. The chances were that he and his bartenders were doing a thriving business in a room on the second floor, to which access was easy to those who were recognized as being safe to trust with an open secret—that is, those who would bring in their friends, but not the police. These second-story apartments were designated as clubrooms for the time being, and while the clubs were not very exclusive, considerable care was exercised in admitting "members."

Some of the hotel proprietors, too, capitulated to the entreaties of their guests and furnished them with wines and liquors at their meals. They did not do this, however, in the public diningrooms, but provided a number of private pariors, which could be engaged by those desiring them. Of course, there was little chance of intrusion by officers, and she proprietors were comparatively safe from detection. In the uptown restaurants of the second-class little trouble was experienced by regular patrons in getting whatever was wished in the line of beverages. Brandy, whiskey, claret, champagne and liquents were all served in coffee cups. These looked harmiess enough to deceive the most asture detective.

Notwithstanding the increased advantages for quenching thirst in the city, the exodus was even greater than last Sunday. The day was warmer, and there were more places to go to. Conoy Isiand and Rockaway Beach attracted a large number of people, and thousands went to the pleasure resorts along the Sound. Jersey City and Hoboken were still in favor, however, owing to their accessibility, and the grogshops and theaters in those wicked. Jersey towns were thronged from morning until hight. No pretence of closing was made by the liquor dealers there, and it was not an uncommon right to see policemen in uninform awaiting their turn to get near the bar. A baseball game at Monitor Park, in Hoboken, drew 5,000 people, to whou was accorded the double privile

profis to his friends.

Places that have been kept open by prominent "politicians," who relied upon their supposed "pull" to back them up in a persistent and wilful violation of the law, have all been reported to Superintendent Murray. One of these places is kept by ex-Assemblyman Charles Eiseman in the Revere Honse, at Houstonst, and Breadway. The license of this place is in the name of Abraham Lewis. Yesterday morning Detective Collins, of Superintendent Murray's staff, who had been specially detailed to watch Eisewho had been specially detailed to watch Eiseman's place, feeling a little thirsty, knocked at the side door, winked at the proprietor and got inside, An intoxicating drink was handed to him and he told the bartender, James McCull, to put on his coat and go to the Mulberry Street Station. McCull was bailed after he had been locked up an hour. The bar-room was sout up during the rest of the day, to the great surprise of the regular customers.

tomers.

The total number of arrests yesterday was eighty, being lifteen more than on the previous Sunday. In eight precincts there were no arrests, and the highest number, eleven, was in Captain Gunner's precinct, where the liquor de aiers were especially active.

MEETING OF THE CENTRAL LABOR UNION

PREPARING FOR THE ANNUAL PICNIC-BOYCOITING

A BRICKMAKER.

At the meeting of the Central Labor Union in Clarendon Hall yesterday it was decided, after a hard fight to hold the annual pienic at Brommer's Union Park, The Socialists and painters were opposed to Sulzer's Park, which the report of the Pienic Committee favored. A committee from the Verplancks brickmakers was present, and asked that the bricks made by Adam Fisher be boycotted. He had made an agreement with his men on Thursday, and the men went to work. When a committee waited on him to have the terms of agreement definitely settled he denied that he had made any settle-

definitely settled he denied that he had made any settlement.

A communication was received from Lieutenant-Governor Jones, in which he said he was willing to help along the labor bills in the Legislature all he could.

A complaint that a number of men in the Equitable Building had been discharged for refusing to work on Sunday was referred to the building-trade section. The Defence Association of Cornice-makers was suspended for unfair treatment of the workers.

Resolutions were adopted denouncing the present excise law, and demanding the passage of a law which would enable the toilers to enjoy Sunday in the same manner as the rich do in their clubs.

There is a possibility that the lockout of the silver-workers may be scilled shortly. State Arbitration Commissioner Donovan has been trying for some days to bring about a conference between the conflicting parties, and such a conference will be held to-day.

A LARGE TRACT OF COKE LAND SOLD. Pittsburg, May 22 (Special). - Dr. David Hostetter said to day concerning the sale of coal lands in the Connellsville coke regions for \$1.000,000 by himself and Ralph Bagaley that it would have no effect on the the South Pennsylvania had been completed, with the exception of the probability that branch roads would have been run into the coal limbs. There had been no move in the South Pennsylvania matter, he achied, since the bill on that subject was defeated in the Legislature. Mr. Bagaley said; "The land consists of 3,500 acres located near Mt. Picasant, and in Pleasant Unity Township. Westmore-land County, part of it surface on which a large number of coke ovens will be built."

About twenty of the ashmen employed by the City Street Cleaning Department met yesterday at Curry Hall, No. 229 East Forty-seventh-st, to talk over a scheme for organizing and demanding an advance in wages. The ashmen say that heretofore they have had to dump only the ash-barrels placed on the sidewalk. Now they are asked to go down into the cellars and alley ways and carry the barrels out. No action was taken yestorday on account of the smallness of the number of employes present. Another meeting will be held next Sunday afternoon at the same place. Yesterday's was the result of an unsigned call circulated last week among the ashmen.

PARK RIDGES TARAND FEATHER PARTY FOLLED. The absence of tae two principals who were to take part in the tar and feathering at Park Ridge, N. J., part in the tar and feathering at Park Ridge, N. J., last night prevented the occurrence for which all of Bergen Coanty is so anxiously waiting. The crowd that went to the evening meeting was ready for anything that might take place, and many present were in a humor capable of doing anything. In the morning word had been circulated that Evangelist Manson would speak at night, and Mr. Leach when he heard it resolved to leave for Huxkensack so that he could prove an alibi in case any serious accident occurred. But Manson did not put in an appearance, and the roughs in the crowd marched to the house in which he was supposed to be hading, pounded on the door and shutters and threatened him to come out. He did come out, but it was through a back door and from thence he escaped into the woods in the darkness.